

10 February 2025

Kia ora,

**There are some important changes coming up that we need to let you know about:**

1. From 17 February 2025 the Port of Tauranga have advised a change to the fee they will be charging to all containers (note the exemption below) that are railed either into or out of their Metroport facility in Southdown will come into effect. This change has resulted in us needing to make another adjustment to our list of Ancillary Surcharges.
2. A reminder that from 9 February 2025 Port Otago will be making necessary changes to allow them to rebuild their rail pad. These changes will be in place until approx. June 2025.

**Port of Tauranga rail use surcharges**

As noted above, the Port of Tauranga (PoT) has made a change to the fee they charge when containers access their Metroport facility at Southdown on rail. This is essentially a rail Vehicle Booking System ‘VBS’ charge. PoT charge KiwiRail this fee and we in turn need to recover this from the party responsible for paying the transport costs for those containers.

This is not a new charge, but a change so we can cover the cost increase that PoT have advised.

As such, we need to make an adjustment to our own Ancillary Surcharges as follows:

<b>Ancillary Surcharges</b>	<b>Rate</b>	<b>Notes</b> <i>(also see Key Explanations section below for more detail)</i>
<b>Port of Tauranga</b>		
<i>Port of Tauranga Metroport Rail Charge **</i> <i>Until 16 February 2025</i> <i>From 17 February 2025</i>	<i>\$62.00</i> <i>\$66.00</i>	<i>Applies on a per container basis to all containers that are either consigned into or out of Metroport and which are travelling on rail (except any travelling into or from the Port of Tauranga’s Container Terminal itself).</i>

For a fuller explanation of what this surcharge applies to, please refer to the list of [Ancillary Surcharges](#) on our KiwiRail Freight website.

**Port Otago rail pad redevelopment**

As we advised in our last newsletter (November), Port Otago will soon be rebuilding its existing rail siding, which handles all containerised volumes into and out of the port via rail.

This project will see a complete rebuild of the siding and, during the construction period, it will not be available for rail operations.

However, we will still be providing rail services to and from the port while the new rail pad is being constructed as another smaller rail siding that is normally used for passenger trains servicing the cruise vessels, will be acting as a temporary container siding.



We wish to remind all rail users that the port is closing the existing rail siding on 9 February 2025 and it is scheduled to reopen in June 2025.

Due to the temporary rail siding having a smaller static capacity, rail services will be different.

Over the rebuild period, KiwiRail and Port Otago have developed revised shunting timetables that maximise wagon capacity, while mitigating (as much as practically possible) any potential shortfall in overall rail capacity.

The revised plan will see a maximum of 106 wagons per day on and off the port during weekdays with each day having a maximum capability of 212 TEU. This is aligned with the peak rail volumes for the same period in 2024. Weekend rail capacity will be less but will be at the same level as that currently being provided.

Our collective aim has been to provide the same level of rail capacity during the rebuild period as was in place prior to the rail siding closure, but please note this cannot be increased above the daily cap.

There are a few windows during the end of the cruise season (Feb/Mar) that will disrupt our ability to provide rail services to/from the port.

To cater for these windows and any other disruptions to rail services, a road bridging operation is being set up between our Dunedin Container Terminal and the port. Port Otago has agreed to pay for this road bridging operation, as well as all container handling and other costs associated with the rail-road transfer service.

Should volumes exceed the daily rail capability noted above, then those excess volumes will be unable to be railed on/off the port. As volumes can and do fluctuate weekly, it will only be possible for us to determine when the available rail capacity will be exceeded the day prior, once all rail bookings have been made.

We will then assess whether there will be any shortfall and it will be at that stage that we will be able to notify customers should that be the case. In circumstances where we have determined there will be a shortfall, road bridging for those excess volumes will be necessary.

As Port Otago will not be covering the costs or arranging the required road bridging in these circumstances, you will need to arrange this directly with your preferred transport company, or alternatively ask us to do so on your behalf. KiwiRail will then recharge the costs for the roading to the freight payer.

In the meantime, if you would like more detail about the port's siding rebuild or any other related matter, please contact Craig Usher, Port Otago's General Manager Customer by email at "[cusher@portotago.co.nz](mailto:cusher@portotago.co.nz)".

Kind regards,

A handwritten signature in black ink, appearing to read "Alan Piper".

Alan Piper  
Executive General Manager Freight Markets

